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John West

By email: xxxxxxxxxxxxxxxxxxxxxxx@xxxxxxxxxxxxxx.xxx

Date: 03/09/2025

Freedom of Information
Waterloo General Office
2nd Floor, Walker Suite
Waterloo Station
London SE1 8SW
xxx.xxxxxxxxxxx@xxxxxxxxxxx.xx.xx

Dear John,

Reference number: FOI2025/863

Thank you for your correspondence dated 27 August 2025, in which you requested the following information:

Request:
I am seeking information relating to the Gillingham EMU Depot (code GI) in Kent. Please provide, where held:

1. The depot's official name (current and any historic names recorded by Southeastern or predecessor companies), together with the official opening date and the dates/descriptions of any significant redevelopments or refurbishments.

2. Records of the depot's capacity and facilities (e.g. number of sidings, maintenance roads, washing/cleaning facilities, etc.).

3. The allocation of rolling stock classes at the depot over time, including any recent changes.

4. Maps, diagrams, or plans of the depot site, historic or current, showing building names, roads, and footpaths within or adjacent to the depot, and any official site layout diagrams held by Southeastern.
• If current detailed site plans cannot be released for security reasons, please provide any available historic diagrams or high-level layout maps that are releasable.

5. The approximate number of staff roles currently based at the depot, broken down by role category.

6. Any records of community or environmental impact assessments connected with depot operations.

Your request has been processed under the terms of the Freedom of Information Act 2000 (FOIA). I can confirm that we hold the information you have requested.

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Response:

1. Depot Name and History

The depot is named as Gillingham Train Maintenance Depot. Some sections of the maintenance depot within the sectional appendix refer to areas of the depot as “Gillingham sidings” however, these are considered part of the depot.

The Opening date of the depot 1885. It changed its Depot ID in 1948 to 73D and changed again in 1973 to the new British Rail standard to GI, which is still the Depot ID today.

There have been no significant redevelopments or refurbishments in the last few decades. The footprint of the main shed, car park and rail Occasional portacabins utilised to accommodate temporary projects

2. Records of the Depot's Capacity and Facilities

The depot is made up of three areas, specified as The Shed, The Down Sidings, and Island Roads. Within the sidings and Island Roads, there are 13 berthing roads external to the shed holding a usual capacity of 68 coaches.

4 maintenance roads are within The Shed holding a maximum of 44 coaches

The Depot is used for berthing, cleaning, and light maintenance 24 hours a day.

A carriage Washing Machine is located on number 1 reception road, running parallel to the Up Main Line.

All berthing and reception roads within the confines of the depot are electrified on the third rail 750-volt dc system. Roads 3 to 6 which are located within the maintenance shed are powered by a 750-volt dc overhead trolley traction current supply.

CET toilet emptying facilities are provided on the Shunt Neck, No’s. 10 & 13 Roads and reception roads 1&2

All points within the Depot are hand operated points and are operated as necessary by the Shunter Drivers for all forward-facing movement and where possible for all trailing movements (without detriment to the service) of trains.

3. The Allocation of Rolling Stock Classes at the Depot Over Time

All Southeastern Railways existing stock is cleared for depot access and berthing. This is as follows.
Class 700,707,375, 376, 377, 395, 465, 466.
Usually, 707 and 395 do not berth at the Depot.
Most recently, 700 class stock introduced under DAA in 2018 approximately.

Some wider overview of recent history, including unit types and projects undertaken at the depot includes.

From 1997 class 508 commenced maintenance at Gillingham on 12 units until 2008 when withdrawn from service.
All historic slam-door ceased operation circa 2001-2003.
In 2004 class 4659 commenced maintenance at Gillingham until 2008 when maintenance was moved back to Slade green.
2008-2013 No specific fleet ownership, however site utilised for overflow of maintenance from

Slade Green and project work. Fleet bearing change, CCTV installation and PIS upgrades across the Networker fleet.
Site becomes responsible for vehicle recovery, wheel skate fitment and vehicle rerailing (SE depots only).
East Kent re-signalling commenced operation, shunting work force elevated with introduction of YMC x 5 and DDC x 1 role.
Train presentation team centralised on Gillingham site in 2010/11
2013/14 Class 466 fleet maintenance commenced on RS1 project. Still continues maintenance cycle to date. Uplift of 4 production heads to accommodate project.
2018 Class 376 light maintenance commenced. Still continues to date.
Class 700 stock commence berthing at Gillingham under Thameslink agreement circa 2019
2022 Fleet cascade vehicle wraps commence. 707 stock.
2024 466/4652 Fleet commences decommissioning at site. Continues to date.

4. Maps, Diagrams, or Plans of the Depot Site

We are withholding detailed site layout diagrams of the depot under Section 31(1)(a) of the Freedom of Information Act 2000, which relates to the prevention and detection of crime.

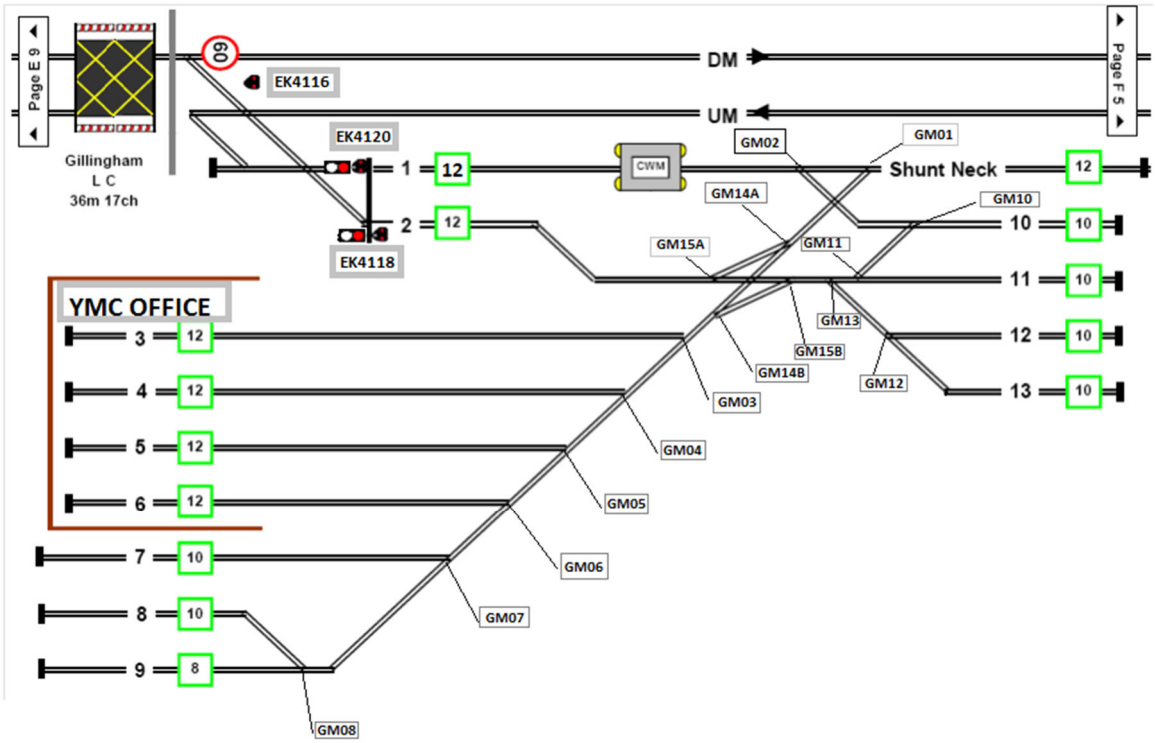
Disclosing detailed maps of the depot site, including building names, internal roads, and footpaths, could assist individuals seeking to unlawfully access or disrupt operations at the depot. This could increase the risk of criminal activity, including trespass or interference with railway infrastructure.

As Section 31(1)(a) is a qualified exemption, we have conducted a public interest test. In favour of disclosure, we considered:

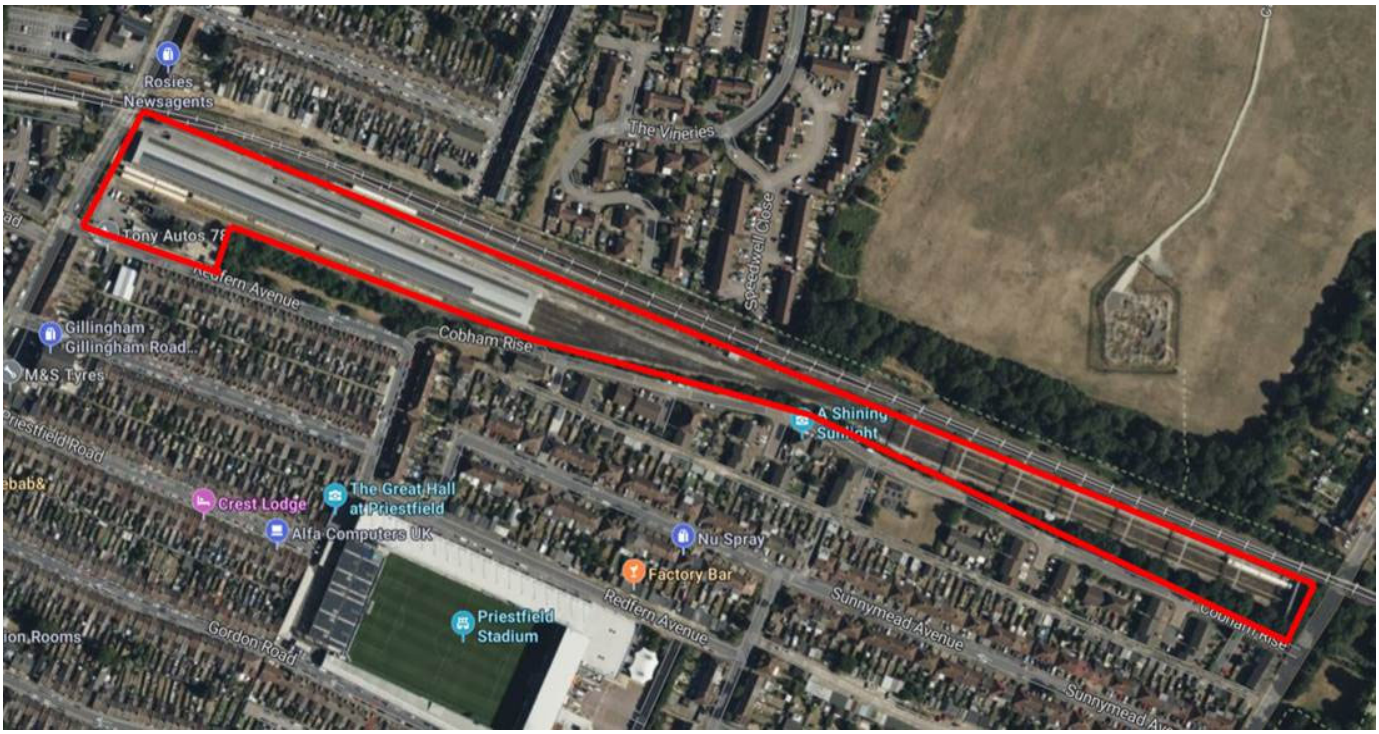
- Supporting transparency around Southeastern's infrastructure.
- Potential public interest in understanding the layout of operational sites.

However, these are outweighed by the need to protect the security and integrity of the depot. Disclosure of detailed layouts could increase the risk of criminal activity, which may compromise safety and operational continuity.

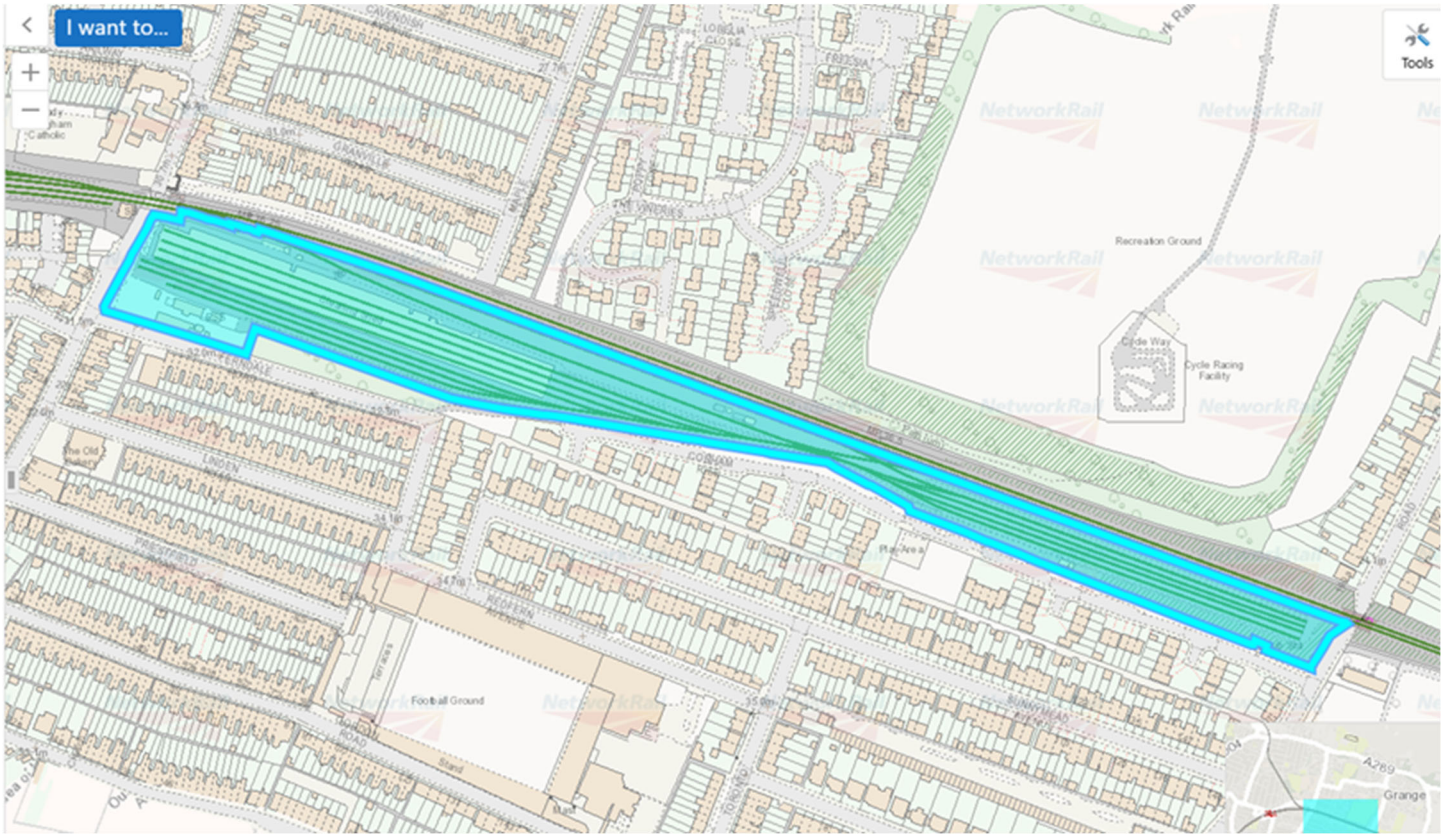
Therefore, we have concluded that the information is exempt under Section 31(1)(a). However, we have included a schematic showing depot road numbers, which we consider does not compromise site security.



Google map perimeter



OS land registry



5. The Approximate Number of Staff Roles Currently Based at the Depot, Broken Down by Role Category

The depot team at Gillingham consist of Managers x 2, Supervisors x 5, Engineers x 25, Yard Movements Controllers x 5, Team leaders x 4, Depot Shunters x 9, Various Engineering Contractors x 8, Train Cleaners x10, and Train Presentation Coordinators x 4.
Most staff working shift patterns to ensure the depot is operational 24/7 for 364 days a year.
The approximate number of staff on shift at any time is 20-25 covering maintenance in shed, projects, shunting/cleaning duties in yard.

6. Any Records of Community or Environmental Impact Assessments Connected with Depot Operations

The environmental aspects that the depot and the associated operations actively monitor and control are depot and train cleaning waste (% recycled), energy (utility use), effluent (discharge consents), water usage and light pollution (Lumens study in localised areas).

If you have any questions or require further clarification regarding this response, please feel free to reply to this email. To help us track your enquiry efficiently, kindly do not change the subject line when replying.
Please remember to quote the reference number above in all future correspondence.

Kind regards,

FOI Information Officer

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Appeal rights

If you are unhappy with the way your request has been handled and wish to request a review of our decision, please write to the FOI team at Waterloo General Office 2nd Floor Walker Suite, Waterloo Station London SE1 8SW or by email at FOI.southeastern@dftoperator.co.uk. Your request must be submitted within 40 working days of receipt of this letter.

Please specify why you do not agree with our response and what factors you would like to be considered as part of the review. This should include any public interest arguments for disclosure.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or you can contact the ICO through the 'Make a Complaint' section of their website on this link: https://ico.org.uk/make-a-complaint/